

To : EPA, USA

Brief Description of Sea Jaguar case

Good afternoon Sir(s),

In conjunction with the already sent ECA Fuel Oil NON-Availability form today, we would like to submit you the following brief report explaining this case for your review.

Various supporting documents and messages are also attached herein.

BRIEF REPORT :

Vessel sailed from Vitoria, Brazil on December 29th, 2017 with 160 mtons LSMGO on board and proceeded without consume anything of this LS grade to US NECA (crossed on January 14th at 23:00 hrs) and bounded to SW Pass pilot station where she arrived on January 16th, 2018 at 00:01 hrs and proceeded under pilotage up river to Celeste Point anchorage where she dropped anchor awaiting COC inspection.

On January 16th, 2018 at 13:30 hrs It, COC inspection completed and vessel remained anchored awaiting her berthing turn to NUSTAR terminal for discharge her cargo. Neither firm schedule nor anticipated plan was available by terminal and /or agent.

Vessel was apparently delayed thus, we decided to replenished her with both HFO and LSMGO up to full tanks' capacity at her anchorage position (Celeste Point, st.m. 53); this replenishment completed on January 20th, 2018 at 20:20 hrs It.

We were also planned to arrange today Monday February 05th a new replenishment but vessel ordered last Friday afternoon (February 2nd) unexpectedly to proceed for berthing thus we couldn't fix a new supply during the weekend.

Vessel is now proceeding to NUSTAR where she expected to complete tomorrow afternoon agw. We have immediately notified local traders / suppliers but **bunkering is not permitted alongside this dock as per agent's message**. We are going to try through agents to gain special permission but it looks quite unlikely to gain same, apart that seems difficult to have barge set until tomorrow.

In this respect, we estimate vessel to have enough LSMGO to discharge her cargo but it's certainly not enough to sail out bound to SW Pass and get replenished at anchorage.

Vessel is now berthing at NUSTAR terminal and she estimated to complete tomorrow February 6th, 2018 with about 18 mtons LSMGO on board; she will have marginal bunkers to reach SW Pass anchorage out-river and get replenished there.

We hereby request your permission to proceed with the above plan.

- A. Brief Passage plan from discharge dock to SW Pass anchorage.
- B. Bunker traders / suppliers who are requested to fix replenishment.
- C. Bunker permission request at NUSTAR dock and agent's reply.

[illegible]

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C. Bunker permission request at NUSTAR dock and agent's reply.

Original Message

Message Number: 367608

From: operations@pantheontankers.com

To: ENDEAVOR NOLA (bdaly@mescltd.com), nolaoperations@amspecllc.com

Sent: Saturday, Feb 3, 2018 9:27 (UTC +02:00)

Subject: SEA JAGUAR V.04 - St James - **BUNKERING REQUEST**

Good morning Brian,

in view of vessel's berthing next week please let us know by return :

- is vessel allowed to receive bunker alongside NUSTAR terminal ??
- if yes, what are the restrictions ??
- if no, what other alternatives we've got ??

Thanks for your swift response and updates so far.

Best regards,

Capt. Kostas Nikolados | Operations Manager
Pantheon Tankers Management Ltd

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All important communications for urgent matters or anything that requires immediate attention occurring after office hours, weekends and or holidays must be followed up by a phone call for prompt attention. Kindly consider time difference with Greece.

Original Message

Message: 1229061

From: Jeffery Brumley <jbrumley@mescltd.com>
To: PANTHEON TANKERS / Operations <operations@pantheontankers.com>, Brian Daly <bdaly@mescltd.com>, "nolaoperations@amspecllc.com" <nolaoperations@amspecllc.com>
Date: Sat, 03/Feb/2018 16:25:35 (UTC: +02:00)
Subject: RE: SEA JAGUAR V.04 - St James - **BUNKERING REQUEST** ** MSG#:<367608>

Good day Capt. Kostas,

Kindly note that bunker are not allowed at Nustar.

If the same is to be done outbound again **the River is very congested** and there no guarantee as to what anchorage vessel may end up, maybe even the same you are at now.

Best regards,

Jeffery Brumley
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"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."

Konstantinos Nikolados
Operations Manager / CSO
PANTHEON TANKERS MANAGEMENT LTD